

REMARKS/ARGUMENTS

Reconsideration of this patent application is respectfully requested in view of the foregoing amendments and the following remarks.

The Examiner has rejected claims 8 and 9 under 35 U.S.C. 102 (b) as being anticipated by U.S. Patent no. 5,839,543 to Chiu.

Claims 8 and 9 have been canceled without prejudice.

The Examiner has rejected claims 1-7 as being unpatentable over Chiu in view of Urquart.

Claims 1-7 have been amended and this rejection is respectfully traversed.

Claims 1-7 have been amended to reflect the type of improvement that may be necessary for elevator shaft doors. Under the normal installation of elevator shaft doors, a comparatively large installation space is required above the panels to guide the panels. The upper frame capping piece must be configured as a broad panel on its side facing away from the elevator shaft. This side is visible and thus has a detrimental

effect on the appearance of the elevator shaft door. Furthermore, other disadvantages are the large dimensions of the carriages for suspension of the panels and the resulting high weight.

Claim 1 as amended relates to only a two panel door. With this design as claimed in claim 1, the pull cable that controls the movement of the elevator shaft door during an opening or closing movement is attached at both ends to the panel that moves ahead during a closing movement. In this case there is a parallel offset that is present between the two pull cable ends.

The guidance pull of the cable occurs via the two guide rollers having different sizes which are mounted on the other panel, which is the one that moves behind during a closing movement. The orientation of the mounting axes is vertical so that only a small vertical construction space is required above the panels for the guide rollers.

In this case, the parallel offset as claimed in amended claim 1, is now utilized for a space saving accommodation of bracing and attachment devices. These devices are disposed in an overlap region of the ends of the pull cable that are offset parallel, so that the ends of the pull cable that are guided

around the deflection rollers can be utilized for displacement movements around their entire length.

It is also significant that the pull cable ends are attached to the rear end, in the closing direction of the carriage which is assigned to the panel that moves ahead. Therefore, this design has the combination effect that the deflection rollers can be disposed at a small axle distance, and wherein the running wheel supports can now be sufficiently small. Thus, only a small vertical and horizontal construction space is needed to accommodate the guide mechanisms of the panels. This result has a positive effect on both the appearance of the elevator shaft door and on the production costs.

In contrast, Chiu discloses an elevator shaft door having three panels. In this case, there are two arrangements of a cable and two deflection rollers. With this design, the deflection roller axles are orientated vertically, while with the other arrangement these axles are orientated horizontally as shown in FIGS. 3 and 4. These deflection rollers of this arrangement have the same diameter. In addition, there is no parallel offset between the cable ends.

With this design, the guidance of the previously known elevator shaft door requires a very large vertical construction space and a very large horizontal construction space which results in a much larger construction and virtually no space savings.

Thus with this design, there would be no suggestion to build the elevator door as claimed in claim 1, which discloses an elevator pull cable that are attached with a parallel offset on the panel that moves ahead during a closing movement as recited in claim 1 paragraph (d).

With the reference to Urquart, the Examiner explains that this reference discloses using deflection rollers of different sizes. However, this reference does not disclose a pull cable having two ends that are attached to the same panel. This design requires a relatively large horizontal construction space, this is because there are a plurality of panels, along with additional deflection of the cables over the relatively small rollers 29, 34, and 39.

This reference alone or in combination with Chiu do not disclose an elevator shaft door having panels, wherein the two

ends of the pull cable are attached to the same panel, with a parallel offset as stated above.

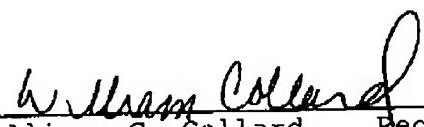
Therefore, it is respectfully submitted that the remaining claims 1-7 are patentable over the above cited references taken either singly or in combination.

In summary, claims 1-7 have been amended, claims 8 and 9 have been canceled In view of the foregoing, it is respectfully requested that the claims be allowed and that this case be passed to issue.

Applicant respectfully request that a timely Notice of Allowance be issued in this case.

Respectfully submitted,

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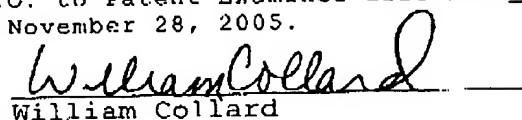
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Enclosure(s):

CERTIFICATE OF FACSIMILE TRANSMISSION

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I hereby certify that this correspondence is being sent by facsimile transmission to the U.S.P.T.O. to Patent Examiner Eric Pico at Group No.3652, to 571-273-8300 on November 28, 2005.



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